



By Matthew Lewis—The Washington Post

Transportation Secretary John A. Volpe (wearing hat) inspects the Penn Central's new Capital Beltway station.

## Express Buses Will Service New Beltway Railroad Stop

By Jack Eisen

Washington Post Staff Writer

Metroliner passengers bound for New York soon will be able to get to the high-speed train's new Capital Beltway station by express bus from Bethesda and other points in Montgomery County.

Similar service will be offered to Annapolis residents.

Secretary of Transportation John A. Volpe disclosed arrangements for a subsidized feeder bus service yesterday at a dedication ceremony for the new Beltway station, off Ardmore-Ardwick Road at Lanham, in Prince George's County.

nounced by Volpe will be operated by D. C. Transit System to and from Montgomery County and by Greyhound Lines to and from Annapolis.

Both operations will begin April 6 for an experimental six-month period, and bus schedules, fares and precise routes will be announced before that date.

### Bus Subsidies

A spokesman for the Federal Railroad Administration, part of the Department of Transportation, said it has entered into contracts to subsidize the two services—providing up to \$21,420 for Greyhound and \$62,644 for D. C. Transit.

50, reversing directions at an interchange and going east on the same road, then south, then north onto the access road, which parallels Rte. 50 and The Beltway for about a mile.

If the train service there is a success and is made permanent, the access will be improved, Chairman Francis J. Aluisi of the Prince George's County Commissioners said.

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Standing in a chill wind as a Washington-bound Penn Central Metroliner whistled through the station, Volpe noted that it had been "a heck of a long time" since a federal official dedicated a railroad passenger station.

The station itself is a small, neat prefabricated steel structure connected by a stairway and tunnel with platforms serving both southbound and northbound trains. (The northbound sign reads, "To Baltimore," ignoring stations beyond, such as New York City.)

#### **Parking Available**

Nearby is a parking lot for 200 cars, expandable to hold 1,000, which will be under a 24-hour surveillance at all times. Parking, without time limit, will be available for 50 cents.

The station is valued at about \$1.6 million. The federal government provided \$1 million for track and related work, Prince George's County provided access and parking facilities worth \$150,000 and the state of Maryland provided land worth \$500,000 on a \$1-a-year lease.

The feeder bus service an-

Fares collected from passengers will be deducted from the amount of the subsidy.

The D.C. Transit service, meeting all trains stopping at the Beltway station, will operate to and from Rockville via Bethesda and Silver Spring.

At present, two Metroliners and two orthodox trains northbound stop at the Beltway daily. Southbound trains stopping there are, one Metroliner and two orthodox trains.

Motorists traveling via The Beltway to and from the new station can expect to find the way to the access road well-marked but confusing.

The route, which looks on a map like someone tying a double knot in a shoelace, involves going west on U.S. Rte.